

ONCE MORE A DELAY.

The City Council Sees the Lost Lottery Ordinance.

BUT WANT TO THINK OF IT

Before They Pass It, So It is Referred Again—Council Notes.

The lost lottery ordinance was brought before the city council last night and held up before the wondering gaze of the members. They were so startled when it was reported favorably that they threw up their hands straightway and had it postponed. It was only introduced early last September and the city fathers have not had time to fully consider it.

Councilman Stephenson, true to his promise, reported the ordinance favorably for passage. This brought Councilman Pattison of the First ward to his feet. He said: "Now I would like to see this ordinance, for I have never seen it. It might be referred until the next meeting of the council to give some of us time to look over it."

Councilman Stephenson—Any one can understand the ordinance. It is short and one reading will make it clear. Councilman Pattison—I would like to change my motion to have the ordinance referred to the next regular meeting instead of the next meeting.

Councilman Bradford—I would like to have this ordinance disposed of. Every time I leave the city and come back I am charged with stealing it and I want it passed.

The vote was then taken to postpone and it carried. Following is the vote:

To postpone—Hobman, Pattison, Stevens, Burgess, Fellows, Fulton.

Against postponement—Stephenson, Ettlinger, Bradford, Griggs.

Minor Mention.

The street commissioner was authorized to have the brick walk in front of lot 300 on the east side of Topeka avenue in North Topeka.

W. K. Williams was allowed \$8.94 for erroneous sidewalk tax. The amount of \$4.05 for the lot at the corner of Gordon and Quincy streets was also refunded.

The superintendent of the Capital Iron works was instructed to remove obstructions from the walk and keep the walk clear in front of the establishment.

The Rock Island railroad was ordered to lower its tracks to the proper grade at Tyler and Gordon streets.

The street commissioner was authorized to grade up Beacon street between Third and Fourth streets, where the water stands in a cess pool during a wet season.

The street commissioner was authorized to repair Lake street bridge with planks from the Kansas avenue bridge.

The city engineer was authorized to prepare estimates for the new boiler at the city electric light plant.

A resolution was passed requesting the superintendent of the city electric light plant to move the switch at the plant nearer the coal chute.

The street commissioner was authorized to build steps in front of the building in the City park.

The claim of the Kansas City Sewer Pipe company for \$18.74 in the Decker, Mullins & Berry sewer case, was allowed and the claim assigned to the city.

Sarah Ferrell was allowed \$175 for opening the alley between Second and Third streets, and between Tyler and Western avenue.

John Ritchie was allowed \$15.40 for relaying sidewalks on Quincy street.

Hale Ritchie was allowed \$8.44 for building street foundations.

The new sewer in district No. 17 was accepted by resolution.

The petition requesting the city authorities to suppress the disorderly house at 210 Jackson street, was referred to the police commissioners with an urgent request that they take action at once.

The Christ hospital association was given permission to tap the sewer in district 17 for an outlet for the hospital sewer.

J. C. Smith submitted a proposition to sell the city a house near the city dump for \$150. It was not acted upon.

The mayor was authorized to make a contract for the rent of the hay market.

The bond of William Tweeddale as city engineer for \$1,000 was approved. The sureties are W. W. Phillips and Geo. D. Hale.

The awards to Dr. Price's Baking Powder at the Chicago and Midwinter fairs are the greatest honors ever conferred officially on the American food product.

A. B. Keller, of Leavenworth, who wants to be coal oil inspector, is in the city. He is accompanied by a big potato.

Men's \$10 Overcoats and Ulsters, \$6.75. PALACE CLOTHING CO., 709 Kansas ave.

Rock Island Playing Cards No. 601 Kans. Ave.

Call up Phone 156 and have our wagon call for your bundle. TOPEKA STEAM LAUNDRY.

We put on new handkerchiefs on shirts Peerless Steam Laundry, 113 and 114 West Eighth street.

Remember sale, supper and entertainment at the First Presbyterian church, Wednesday, December 13th.

Leave Your Order For a golf suit with Olof Ekberg, 716 Kansas avenue. Shirts mended by the Peerless.

Awarded Highest Honors—World's Fair.

DR. PRICE'S

CREAM

BAKING

POWDER

BEST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterants.

40 YEARS THE STANDARD.

JOTTINGS ABOUT THE CITY.

Charles Fensky has returned from a business trip to St. Louis.

At the school board they pronounced finance like "finance," with the accent on the last syllable.

Miss Carrie Cook, J. M. Knight's bookkeeper, has recovered from a long sickness and is back at work.

Henry Solomon of Atchison, defeated candidate for congress in the First district, is at the Throop hotel.

At a swell boarding house in Topeka yesterday a Santa Fe clerk found a ten-penny nail in a slice of toast.

Lee Jones says two-thirds of the drug stores in Topeka are losing money. He admits that he is one of the majority, too.

Captain Ezra R. Fuller, U. S. A., of Ft. Riley, and Lieutenant H. L. Scott of Ft. Sill, Oklahoma, are at the Throop hotel.

A Topeka firm has already disposed of eight books of "Gibson's Drawings," and has ordered two dozen more for the holiday trade.

Probate Judge G. N. Elliott has set for hearing all claims against the estate of the late C. F. Kendall for 10 o'clock Saturday morning.

Miss Harriet Williams, instructor in Latin in the Topeka high school, has been called to Lawrence by the serious illness of her mother.

Miss Kate McArthur, of the county clerk's office, was the author of the ferocious and scorching resolution which the city council adopted a week ago.

S. R. Isenhart wants to know what has become of the rail to compel the Topeka Water company to extend its main. It is a suit of a great deal of importance to Topeka.

The will of Larina S. Shayton was admitted to probate today. She leaves her property, near the corner of Sixth and Van Buren streets, to her husband and son.

Sheriff Burdge will sell at auction next Monday Cyrus Corning's printing press, three tons of wood type, fourteen pounds of metal furniture and an imposing stone four by eight feet.

In the suit of Wm. Doughton against John F. Carter, lots 119 to 119 (Quincy street) were sold at sheriff's sale this week. George M. Noble bought the property for \$5,799. The debt against the property was \$5,500.

Next spring the terms of Mayor Harrison, Councilmen Holman, Stevens, Ettlinger, Fellows and Griggs will expire. Mr. Ettlinger will remove to Kansas City soon. The remainder are said to be willing to accept a reelection.

"Yes," observed a tramp at the Santa Fe depot as he wearily crawled out from his dusty seat on the trucks under a coach of the Santa Fe plug, and glanced about anxiously to see if a policeman was looking, "I am a member in good standing of the Underdressed' association."

A farmer in a heavy wagon drove over a small dynamite cartridge near the post-office yesterday afternoon. It jolted the wagon, frightened the horse and driver and drew a big crowd, but aside from a little hole in the asphalt no damage was done.

The Sunflower club which was an important factor in Kansas Insurance affairs prior to the anti-trust law in 1889, but now a social organization, will have a banquet at the Countess House in Kansas City tonight. Those in attendance from Topeka are D. R. Hite, Homer Caldwell, W. I. Drum, G. A. Bailey, J. W. Bailey, W. N. Van Valkenburg and J. D. McCune.

Silvan lodge of the Masons will put a number of children through the third degree tonight. Thursday night occupies the lodge's annual reunion and banquet. The souvenirs which the lodge has just issued contain pictures of the officers of the lodge and another team of "workers" in their paraphernalia.

The following Topeka people will deliver addresses at the State Teachers' association this month: Charles S. Green, address of welcome; W. M. Davidson, president's address; John MacDonald, "Schools of Scotland"; F. P. Cleaves, "Culture, the Basis of Expression"; L. D. Whittemore, "How to Get the Best Results from the Use of a Library"; F. H. Ayres, "Home Made Apparatus for the Library."

A JOURNAL reporter purchased a quarter section of mince pie at a Kansas avenue restaurant today and analyzed it. This is the inventory: Five raisins of insignificant size, fourteen little currants, two chunks of potato, three hard, black lumps the nature of which is unknown, one piece of meat and about a third of a quart of miscellaneous stuff in which apple seemed to predominate. There was also considerable hard lard in the crust.

The great leavening power of Dr. Price's Baking Powder and its freedom from adulterants gives it the endorsement of authorities on food products.

D. J. Hanna of Hill City, Graham county, who is said to be the youngest member of the order of the Knights, attended the irrigation meeting here yesterday.

Men's \$15 fine Overcoats and Ulsters, \$9.50. PALACE CLOTHING CO., 709 Kansas ave.

Prescott & Co. have removed to No. 118 West Eighth street.

Youth's \$4 Suits, 14 to 19 years, \$2. PALACE CLOTHING CO., 709 Kansas ave.

Come to the progressive game entertainment, given by the Kaw Club at Mrs. J. M. Butterly's, 937 Van Buren street, Tuesday evening, December 11th, and get the booby prize. Admission 15 cents. Refreshments.

"We are bound in honor to exert ourselves, solely and absolutely, in the interest of the policy-holders. So far as in me, that will be the controlling motive of my administration," said Dr. McCull, when elected president of the New York Life in 1892.

Children's \$4 Suits and Overcoats, \$2.45. PALACE CLOTHING CO., 709 Kansas ave.

"We will not contend for the favor of hired defenders; neither shall we seek to avoid by purchase the blow of their itching pain,"—President McCull, of the New York Life.

"I adopt the thought of Lincoln, and shall aim to conduct an administration of the policy-holders, by the policy-holders, and for the policy-holders,"—President McCull in 1892.

Men's and Boys' \$8 all wool Pants, \$1.98. PALACE CLOTHING CO., 709 Kansas ave.

ON THE GREAT LAKES

IMMENSE NAVIGATION BUSINESS ON FRESH WATER SEAS.

Its Development From Sail to Steam—Evolution of the Lake Steamer—Expeditions Work—Lake Seamen Compared With Salt Water Tars—The Passenger Service.

[Special Correspondence.]

CHICAGO, Dec. 6.—The shipping season closed early on the lakes this year, for business was bad all through, and most vessel owners were willing to tie up their boats very shortly after Nov. 15, the date on which insurance men cease to hold themselves responsible for vessels still in commission. Yet there were some few boats out a week or ten days later than the middle of the month, and more than one craft felt the fury of the autumn storms disastrously.

The best business ever done by the vessel men of the fresh water seas was in 1893. There were millions of bushels of wheat to be transported that year, and prices were good enough to make profitable freight rates possible. The trans-

portation of iron ore, which, by the way, centers at Cleveland, and not Chicago, was booming too. Captains in no cases had to hustle for business. On the contrary, they had to hustle to keep up with the business that was waiting to be done. The near approach of the Chicago World's fair contributed its share to the rush, of course, and it seemed to all concerned—transportation firms and companies, shippers, captains and sailors—as if there could be no diminution in the rate of development of inland navigation.

I have not the totals of the lake business done in 1893, but there were 10,856 arrivals at this port, the freights amounting to 3,956,626 tons. This was the largest tonnage ever recorded here, though in the earlier days of smaller vessels the arrivals one year ran up to 12,000 and more. The big business of 1892 proved a great stimulus to vessel building, and in 1893 the total tonnage of the lakes amounted to 1,261,000.

The Future of Lake Navigation.

Still Captain Dunham does not despair regarding the future development of lake navigation. He believes that the general business of the country will improve from this on, and with it, of course, the shipping of the lake ports. He has been interested in fresh water vessels for many years, and he delights to talk of old times, but it pleases him still more to talk of the future.

"The time is coming," he said to me today, "when the steamships of the lakes will be almost as large and almost as swift as the big liners of salt water. Some of our present boats are wonders. It would not have been believed a half dozen years ago that such craft as are now numerous enough to form a considerable fraction of the whole would ever be built and sailed here."

A notable feature of lake navigation is the dispatch with which the work is done. Nowhere else are cargoes loaded or unloaded as rapidly as here. You see, the open season is only about eight months, and we must be busy every minute of that time, or we fall behind. Therefore we have reduced the handling of grain, coal, iron ore, lumber and package freight to a more or less exact science. Our vessels are unloaded immediately upon tying up at the dock, and the work of reloading is begun just as soon as the last of the incoming cargo has been taken out. For this reason, even though our season is short, our freights are lower than any others.

Quick Work on the Lakes.

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"Duluth, I should explain, has the best facilities for rapid loading and unloading of all the lake ports from the fact that her harbor was opened later than most of the others, and her docks, warehouses and elevators were designed on more modern lines and better arranged with reference to location one with another. Twenty-five hundred tons of coal have been unloaded there from one vessel in 14 hours, and that is quite as noteworthy a feat in its way as the rapid loading of wheat of which I have told you, but not all the phenomenal records as to dispatch in loading and unloading have been made at Duluth. The C. A. Pope a year or two ago took 120,000 bushels of grain to Buffalo, 1,000 miles, in three days, traveling as fast as a freight train. Arriving in the morning, she was unloaded and reloaded with return freight the same day and was here in Chicago again in just a week. The time usually consumed for this trip, however, is nine days."

Chicago Not a Ship Owning Port.

"Although Chicago is the largest port on the lakes, it is not a specially strong ship owning port. Cleveland leads in this respect. That is because the Cleveland men were the first to see that there was a great future in the iron ore commerce and hustled about and got control of it by building the boats and going into the business. But of course the iron ore trade is dead at this time. I should say it has been more depressed during the season of 1894 than the grain business or general freighting. Buffalo

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Sailing vessels are rapidly being driven off the lakes these later years. You see, it takes skillful officers and first class seamen to navigate the lakes, for their waters are not like the waters of the ocean, practically boundless. The shore is ever comparatively near at hand, and there are dangers of being driven ashore suffered by sailing craft that steam vessels are not subject to at all. Then the question of dispatch, so much more important here, as I have told you, than on salt water, is driving the sailing vessels out. Baffling winds may hold the sailing vessel for days, while, unless the winds are very violent indeed, they do not detain the steamer."

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EARLY TYPE.

MODERN LAKE STEAMER.

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